

## MEETING SUMMARY

The third SR 3 Route Development Plan stakeholder meeting was held May 25, 2004, 6:00 PM in the Breidablik Elementary School gymnasium.

## ATTENDEES

Name	Representing
Jim Rogers	Kitsap County Transportation Planning
Ed Johanson	Kitsap Memorial State Park
Jeff Cowan	Poulsbo Fire Department
Kathleen McMullen	Puget Sound Regional Council
Mark Philiposian	Citizen
Heather Philiposian	Citizen
Tom Washington	WSDOT Urban Planning Office, Puget Sound Regional Council
Joyce Komac	WSDOT Olympic Region Maintenance
Karol Jones	City of Poulsbo
Pamela Gresty for Hilary Renfer	Foxbridge Bed and Breakfast
Jeff Lenzen	4-Corners Chevron
Steve Hill	Hill Moving Services
Brian George	Washington State Patrol
Helmut Steele	Washington State Patrol
Steve Bennett	WSDOT Olympic Region Traffic Office

## STUDY TEAM

Lynn Hakes	Project Manager, WSDOT
Vicki Steigner	WSDOT
John Donahue	WSDOT

## SUMMARY

### INTRODUCTION

The third SR 3 Route Development Plan stakeholder committee meeting was held on May 25, 2004, at 6:00 PM in the Breidablik Elementary School gymnasium. Lynn Hakes began the meeting with a brief review of the last stakeholder meeting during which the committee developed a vision statement for the route, and the development, through e-mail, of the goals and criteria by which solutions will be measured. Hand-outs including the April 13 meeting summary, results of a recent speed study on SR 3, and traffic forecast graphs and map were available. Information about a conceptual bypass route and environmental features such as wetlands and unstable slopes had been distributed by e-mail.

## SPEED LIMITS AND HOW THEY ARE SET

During the “likes and dislikes” workgroups at the public meeting held March 24<sup>th</sup>, community members voiced concern about speeding on SR 3. Helmut Steele of the Washington State Patrol, and Steve Bennett of WSDOT’s Olympic Traffic Office, attended the meeting to explain how speed limits are set and discussed issues regarding enforcement on this segment of SR 3.

Setting speed limits is a nationally recognized technical science backed by research and experience. Safety is always a factor. However, for practical reasons, setting speed limits is also influenced by some basic principles of human behavior. Some of the fundamental concepts considered when setting speed limits are:

- The majority of motorists drive in a safe and reasonable manner.
- Normally careful and competent actions of a reasonable person should be considered legal.
- Laws cannot be effectively enforced without the consent and voluntary compliance of the majority.
- Research and experience have shown that effective speed limits are those that the majority of motorists naturally drive, and that raising and lowering posted speed limits doesn’t substantially influence that speed.

Speed limits that reflect the behavior of the majority are determined by what engineers call the “85<sup>th</sup> percentile speed,” or the speed that 85 out of 100 cars travel at or below. This method is based on the principle that reasonable drivers will consider road conditions when selecting their speed of travel. Studies have consistently demonstrated that there is no significant change in the 85<sup>th</sup> percentile speed following the posting of revised speed limits.

Lowering the speed limit does not necessarily make travel on the highway safer. A speed limit set too low can encourage tailgating and risky passing behaviors. Statistics show that roadways with speed limits set at the 85<sup>th</sup> percentile speed have fewer accidents than roads where the posted speed limit is above or below what the majority of drivers naturally travel.

The recent speed study shows that the 85<sup>th</sup> percentile speed for the study segment of SR 3 is within 5 mph of the posted speed in all locations except for the most northerly ½ mile of the route that is posted at 45 mph. In that segment, the 85<sup>th</sup> percentile speed for northbound traffic was 53.7 mph, and the southbound traffic was 50.6 mph.

## TRAVEL CONDITIONS AND FORECAST

John Donahue presented two charts while speaking about current and forecast travel demand for the study segment of SR 3. Highway congestion is expressed by what is known as Level Of Service, or LOS. LOS is determined based on estimates of average vehicle speed and the percent time vehicles spend following other vehicles. In the year 2000, the study segment of SR 3 was operating during the PM peak hour at LOS E, with vehicles spending approximately 80% to 100% time following others. WSDOT has set a goal of LOS C for rural highways like SR 3. This target condition corresponds to 60% to 70% of the time vehicles are following others.

In 2030, the Kitsap County Travel demand model reports a traffic volumes that would indicate LOS F on SR 3. This condition will be a constant stream of stop and go traffic, characterized by low speeds and few gaps for vehicles trying to enter SR 3 from intersecting roads. It's expected that this congestion will encourage travelers to increasingly use the local roadway network for a wider range of trip purposes, resulting in significantly more traffic there as well. Traffic volumes on local routes in the vicinity of SR 3 are expected to increase anywhere from 160% (Pioneer Hill Road) to 820% (Big Valley Road). Trips to local destinations dominate the traffic on these routes today. In the future, the types of regional trips associated with facilities like SR 3 are expected to dominate. This data supports the conclusion that capacity, or efficiency, improvements will be necessary on SR 3 to support its role as a principal arterial in the county-wide system in the future.

[Click here to 2030 Travel Forecast map](#)

## SOLUTIONS

The list of suggestions for improvement to SR 3 that was generated during the public meeting was provided to the stakeholders for their review. The stakeholder committee brainstormed additional ideas for the future development of SR 3. Following is the list of suggestions generated by the stakeholders:

- Center holding lane for bridge traffic
- Build frontage road at back of properties and block all access to SR 3
- Access control to organize and reduce access to highway
- Climbing lane southbound at Park
- Bridge traffic lane with fly-over – traffic on existing SR 3 alignment to Pt. Gamble/NB SR 104 only
- Traffic signal at Pioneer Way with caution light to warn of signal
- Install signs about not blocking driveways during bridge openings
- Overpass at Pioneer Way
- Close Pioneer Way
- Wider shoulder for walking, bicycling and WSP
- Right turn acceleration lanes at all intersections

- Merging lanes at Big Valley and other major intersections
- Center refuge lane on SR 3 at all major intersections
- Extend lengths of left turn lanes
- Monorail from Winslow to Olhava
- Look at transit options
- Toll road to pay for bypass for through traffic
- Reversible lane for entire route
- Rumble strips for center line and shoulders
- Viaduct for SR 3 – second deck
- School busses to assist with transit needs
- No school bus stops on SR 3
- No mail boxes on SR 3 with pullouts
- Rest stop with holding area and ITS information
- Separated bicycle/pedestrian facility
- Sign for backup at bridge should give representation of duration /length and suggest alternative route
- Continuous left turn lane
- Park and ride – improve existing ones at Pt. Gamble and Poulsbo
- HOV lanes
- Barrier at Chevron for left turns onto southbound SR 3
- Transit stops for people who live in the area
- Open views to the west
- Improve signage, including which town is next, and clarifying turns
- Scenic viewpoint
- Signage for 90 degree turn on SR 104 – clarify that SR 3 starts there
- Sidewalks
- Narrower lanes to encourage slower traffic
- Start center holding lane to coincide with 45 mph speed limit change
- More signs to tune into radio with bridge information, electronic indication of bridge
- Check if speed limit warning sign when approaching the 45 mph zone is obstructed
- Pavement markings (paint) in the roadway to slow people down when approaching the 45 mph zone

## NEXT STEPS

After the brainstorm session, the stakeholder committee set the next meeting date for Thursday, August 19, 6:00 to 8:00 PM, at the Poulsbo Fire Department. Before the next meeting, WSDOT staff will evaluate the suggestions, including those submitted at the upcoming public meeting in June, using the vision, goals and criteria approved by the committee.

The next public meeting will be Thursday, June 24, 6:00 to 8:00 PM, in the Breidablik Elementary School gymnasium.